



Iowa Aviation Bulletin

The Airport Support Network program

Bob Dickens

AOPA Midwest Regional Representative

In October 1997 the Aircraft Owners and Pilots Association (AOPA) announced the launching of the Airport Support Network (ASN) volunteer program. At that juncture, general aviation airports were closing at the rate of nearly one per week across the country. That rate has been slowed somewhat, but we continue to experience closures of general aviation airports at an unacceptable rate. Airports are crucial to general aviation's continued viability and future growth.

Often, the general aviation community is totally unaware of what is going on behind the scenes concerning its airport – until it is too late to turn the tide. Knowing what is happening in the political environment surrounding a local airport is of the utmost importance if we are going to preserve our general aviation infrastructure in the foreseeable future. The more time available in which to counter negatives about a local airport, the higher the possibility of preserving the airport or avoiding restrictions. The AOPA Airport Support Network provides the vehicle for AOPA members to work in concert with AOPA to establish that early warning system.

The goal of the ASN program is to have an ASN volunteer at every public-use airport working with the association. AOPA will appoint one member who will act as a volunteer and be the “eyes and ears” at every public-use airport across the United States.

One of the objectives of the ASN program is not only to place a monitor on-site to report problems, but also to work locally to detect and deal with potentially troublesome issues before they get out of control and threaten the airport's existence.

AOPA's greatest strength is the vast number of pilots who band together under the AOPA banner for a common purpose. Under the ASN concept, that strength will be mobilized to expand our watch over the nation's general aviation airports.

Appointments to the AOPA's ASN program are for a period of one year and renewable by the association.

To be appointed as an ASN volunteer, the nominee must meet the following criteria:

- have Internet and electronic mail access;
- be nominated via the electronic nomination form found on the AOPA web site (www.aopa.org);
- provide at least two letters of reference;
- be a current AOPA member; and
- agree to the Conditions of Appointment (written agreement).

The Airport Support Network reports to AOPA Regional Affairs and its Airport Department. A substantial portion of AOPA's entire Government and Technical Affairs Division is devoted to airport issues.

The network of ASN volunteers complements the 13 AOPA regional representatives around the nation who represent AOPA in their multi-state areas.

AOPA will provide each network participant with information and support for airport problems ranging from closure, curfews and airport noise issues to airport

master plans and issues of compatible land use. Support includes expert counsel on strategy and tactics to handle airport issues, and informational materials to build public understanding and acceptance of community airports.

AOPA members rank the defense and preservation of general aviation airports as one of the most important jobs of the Aircraft Owners and Pilots Association.

For complete information on the Airport Support Network refer to the AOPA Web site or contact your AOPA regional representative.

Bulletin update

In the Fall Bulletin we ran a story about AirLifeLineMidwest and the Iowa pilots who volunteer. We also stated that pilots were needed for western Iowa. We received word that, as we knew you would, you responded. WAY TO GO IOWA PILOTS!

In the same article, we wrote about Peter Teahan, a funeral director from Cedar Rapids. It seems that flying volunteer missions for AirLifeLineMidwest is not enough for Peter. We have learned that he also volunteered his services for three weeks in New York following the Sept. 11 tragedy. **Peter, you make us proud.**



Director's Corner

Since the events of Sept. 11, every aspect of our lives has changed to some degree. As professionals in aviation, our work life has changed drastically. We have gone from being proactive marketers of our products and services to reacting to the latest events and striving to maintain what we had. Security issues have become a daily aspect of our work. Advocacy of federal legislation has switched from protecting the current funding levels in AIR-21 to requesting new legislation to provide relief or support for the new demands on our operations and businesses.

I am proud of how quickly our airports were able to respond. All commercial service airports were certified by the FAA to resume operations within hours after the skies were opened to commercial activity. The general aviation airports were quick to point out the effects of the continued closure to general aviation activity and began an immediate Congressional lobbying campaign to open the skies again.

The federal government has reacted quickly, and it seems there is a new bill introduced every hour to address the issues we are facing with aviation, business, tourism and the economy. We have attempted to highlight some of the more relevant bills for your review in our legislative update column.

Both Senator Tom Harkin and Congressman Leonard Boswell held town meetings in Iowa to address the concerns being voiced by the aviation community, specifically the general aviation community. The general aviation community really rallied together, and for the first time, I felt a greater cohesiveness within that group.

The Office of Aviation implemented an e-mail "hot news" distribution list to keep the aviation community informed. This seems to be a valuable tool to the aviation community and we will continue to send e-mails as needed. If you are not on the distribution list, and wish to be, please e-mail Danielle at danielle.griggs@dot.state.ia.us with your name, e-mail address, title, and name of business, and she will add you to the "hot news" distribution list.

The Iowa Aviation Conference was a huge success! The Iowa Public Airport Association took the lead on the conference this year and did an excellent job of broadening the scope of topics covered. A special thank you to Mike Salamone, conference manager, for all the work and time he put into making this conference a record-breaker in attendance. (See the pictures of the conference elsewhere in the Bulletin.)

Michelle McNamara



Photo courtesy of Angela Owen, editor, Monticello Express.

Airport art to help others

In July, Monticello Airport Manager Paul Elmegreen commissioned local artist Laura Larabee to create a painting for him. He wanted a painting of a huge eagle flying high in the sky. Laura's target date for completion was Sept. 11.

The coincidental timing has not been lost on anyone and it has made the painting even more special. Entitled "Clouds on the Horizon," the painting has taken on special meaning for Laura, Paul and the community. Laura is selling 100 prints (12 inches by 16 inches) of the painting for \$50 plus tax. The proceeds are going to the Red Cross.



Annual Aviation Conference

This year's annual aviation conference was a huge success. Registrants totaled 209 for the two-day event and 21 exhibitors took the opportunity to meet with aviation representatives. Mike Salamone, IPAA secretary, was the conference manager. Mike received tremendous assistance from several associations and aviation supporters. Success is what happens when we all work together. These photos give you a glimpse of some of the happenings.



Mike Salamone (right) presents a door prize (Office of Aviation shirt) to a lucky attendee.



Office of Aviation engineer Alan Beddow (center) explains some of the DOT's programs.



(Clockwise from top left) Regional AOPA Representative Bob Dickens delivers Wednesday's keynote address. Bill Rathert, of the Kiehl Hendrickson Group, stresses the importance of community education. KCCI-TV'S John McLaughlin discusses building good media relations. Panel from left: Wesley Olson (IAPGI/AECI), Dick Blum (Howard R. Green Co.), Scott Smith (IAPGI/AECI), Karen Connell (Independence Airport), Bill Flannery (Des Moines Airport), Bob Boleyn (Dubuque Airport), Michelle McEnany (Office Of Aviation), Bill Kyle (Charles City Airport), and Mike Salamone (IPAA).





Aviation Association Update

Iowa Space Grant Consortium



"The International Space Station: An Orbiting Outpost for World Research and Cooperation" will be the topic of the invited address at the 11th Annual Iowa Space Grant

Conference Friday, Dec. 7, at the Iowa Valley Community College District in Marshalltown. Craig P. Schafer of Science Applications International Corp. (SAIC) will deliver the address at 12:15 p.m. in DeJardin Hall.

Schafer, whose company is a NASA contractor, is the microgravity science requirements manager for the International Space Station's Payloads Office. He serves as a liaison between the Payloads Office and the microgravity research community. He has also flown as a test engineer aboard NASA's KC-135 "Vomit Comet."

The public is invited to attend the presentation free of charge, although reservations are requested for the luncheon. For additional information on the conference, visit the ISGC Web site at: www.public.iastate.edu/~isgc/.

Iowa Aviation Promotion Group



The IAPGI had a significant role in the very successful Iowa Aviation Conference held Oct. 10-11 at the Gateway Center in Ames. Chuck McDonald represented IAPGI on the conference program planning committee and was responsible for three of the concurrent sessions.

In addition, IAPGI held its annual meeting of members, which included election of officers. Dick Blum of Iowa City was elected president, Maurey Topf of Sioux City was elected vice president, and Chuck McDonald was elected

secretary/treasurer. Elected as new directors were Maurey Topf, John Behrens of Oskaloosa, and Harry Miller of Des Moines.

Evaluations turned in at the end of the Aviation Conference all pointed to a very successful event. The conference had a record 209 in attendance and many participants felt that programs dealing with current issues, such as aviation security, were particularly valuable.

The IAPGI Board will meet again Nov. 9 at the Pella Municipal Airport to consider prospective host cities bidding to hold FLY IOWA 2003. Cities in the "hunt" are Ankeny (Ankeny Regional Airport), Cedar Rapids (The Eastern Iowa Airport), and Washington (Washington Municipal Airport). FLY IOWA 2003 is particularly significant as 2003 is the centennial of powered flight and Iowa plans to tie in with a national celebration. Ann Pellegrino, in her presentation on the History of Iowa Aviation at the Annual Aviation Conference, reminded us all just how prominent Iowa was in the early development of aviation in the United States and the world.

Grants available

The educational arm (Aerospace Education Council) of the Iowa Aviation Promotion Group is seeking proposals from teachers in Iowa for grants to assist in the presentation of classroom units or projects involving aviation, space or related topics. Any person currently teaching in an Iowa school (public or private), grades K-12, who has an interest and the school's approval, is eligible to apply for a grant of up to \$500.

The grants are for the year beginning Jan. 1, 2002, with the proposals due by Jan. 31, 2002. For further information, please contact:

June Harris
2000 N.W. 84th St.
Ankeny, IA 50021
juneharris@earthlink.net



Bowden wins "Bronze Lindy" at Oshkosh

Lee Bowden of Independence was awarded the Bronze Charles A. Lindbergh Trophy this year at Oshkosh for his completely restored TaylorCraft BC12D. Lee has been a licensed pilot for more than 40 years and bases his aircraft at the Independence Airport. James and Karen Connell of Connell Aviation II were instrumental in the plane's restoration.



Statewide marketing

Roy Criss

The new promotional video, **Iowa Airports Give Us a Lift**, premiered at the Iowa Aviation Conference to spirited applause. (I think people like it!) John McLaughlin, the on-film host, was nice enough to attend and do a well-received presentation on working with your local media.

We did a few unique things in this video. Applied Art and Technology, the producer, did a wonderful job of animation, layering scenes, and coordinating the music with the visuals.

If you need a copy to assist with your local Iowa marketing efforts, contact me or Danielle Griggs with your mailing address and we will see that you get one. All contact information for our office appears on the back page of the Bulletin.

I have found a new partner to help with our efforts to educate people about the importance of our air transportation system. The Blood Center, based in Des Moines, will show our video at its permanent locations and distribute the **Why an Airport?** brochure at its mobile stops. The Blood Center services the entire central region of Iowa from border to border. In return, we will supply them with activity books and balsa planes for kids. I am really excited about this partnership, and I appreciate the Blood Center's cooperation. (Does this sound like a good idea for someone's local efforts?? Let me know if I can help.)

There are two others who have **volunteered (!)** to help us spread the word. Roger Clark of the FAA office in Ankeny is handing out our brochure as he travels around the state doing safety seminars. And, Jeff Denniston of Exec 1 in Ankeny has offered his help as he travels to all airports next year. **Thanks, Roger and Jeff, for your help.**

I had three sessions of the Aviation Conference videotaped. If you were unable to attend them, and would like to see them, let me know. Again, I will need your mailing address. The sessions we have on tape are: the opening welcome with Mike Salamone, Michelle McEnany and William Flannery; Bob Dickens' (AOPA) keynote address on



Wednesday; and, the community/airport relations session with Linda Barker (NATA) and Bill Rathert. (A huge THANKS to Mike Coon and Corey Heintz of the Iowa DOT's Director's Staff Division for providing video and photographic services at the conference.)

I am happy to report we have a couple of educational sponsorships coming up. We are helping sponsor the annual Midwest Aviation Maintenance Symposium conducted by the Professional Aircraft Maintenance Association (PAMA). It will be held Feb. 1-2 at the Gateway Center in Ames. (More information appears in our Calendar of Events at www.iawings.com.) We are also helping sponsor this semester's Travel and Tourism class at the AIB College of Business in Des Moines. In return for our assistance, we get a graduating class that has a deeper appreciation of aviation's importance to tourism, and that has had direct contact with our industry.

The statewide billboard campaign started Dec. 1. The billboards are placed in Sioux City, Cedar Rapids, Dubuque, Mason City, Des Moines, Burlington and Fort Dodge.

The results of the events of Sept. 11 prompted me to shift the core message that was to appear on the billboards. In an effort to balance accuracy and sensitivity, I changed the message from one of economic impact (we know that has changed) to one of economic development. The billboards show a standardized test form with the question "What is a community's best economic engine?" A huge pencil has selected the answer "Airport." On the pencil is the tag line: "Helping Business Soar." I hope you like them. If all goes well, we will follow the

economic development message with the previously planned economic impact message on the same boards.

Did you hear our radio ads during the Iowa Hawkeyes and Iowa State Cyclones football games? We did hear from several people who did. They thought they were well done and contributed to our goal of educating all of Iowa about the importance of our air transportation system. I did have to make a slight change after Sept. 11, but essentially they stayed the same for the whole season. When you are trying to instill a message in peoples' minds, it is important not to change the message unless absolutely necessary. I want to thank the folks at Clear Channel and Learfield Communications for their cooperation when I needed to change the message on short notice.

I also ran scoreboard messages in both stadiums. The one at Cyclone Stadium ran Oct. 20 during the homecoming game. The one at Kinnick Stadium ran during the Michigan game on Oct. 27. With any kind of luck, most of the 113,000 people in attendance saw the message "Aviation Helps Business Soar."

What's up for the near future? If the budget holds, I plan to sponsor some weather forecasts around the state in April. This is a high viewing time as spring brings unstable weather. The sponsorship will include the message "Aviation: helping Iowa's economy soar".

I am kicking around the idea of assisting with the cost of painting water towers in cities with general aviation airports, if the city will put an aviation-friendly message on the tower. I don't have all the details worked out of how to manage this yet. I'll have to get some smart heads together and come up with a plan.

Gotta go.





Commercial Service Airport Update

Sioux Gateway

On Nov. 1, Trans World Express Airlines, operated by Chautauqua Airlines, began serving the Sioux Gateway Airport with the Embraer Regional Jet (ERJ). Chautauqua will utilize the ERJ on its three daily flights to its hub in St. Louis. The ERJs will replace the Saab 340s currently operated in the market. These new 50-passenger regional jets have a maximum cruising speed of 519 mph and a cruising altitude of 37,000 feet.

The introduction of the Chautauqua regional jets marks another step forward for Sioux Gateway. The airport has been planning for regional jets for over a year and has been working with the existing carriers to upgrade service. There has already been significant progress this year. Northwest Airlines introduced the RJ85 (69-passenger regional jet) in June, a new passenger loading bridge manufactured by DEW Engineering was installed in August, and Northwest Airlines introduced the CRJ (50-passenger regional jet) in September.

Through August Sioux Gateway had six consecutive months of increased passengers over last year, resulting in a 20 percent year-to-date increase in total passengers. Through September total passengers at Sioux Gateway Airport are still up 16 percent.

Quad City International

Northwest Jet Airlink (operating as Express I Airlines) started regional jet service between the Quad Cities and Detroit on Nov. 15.

All construction is now complete and Concourse A, our sit-down restaurant/bar, and a new baggage claim area are fully operational.

Des Moines International

Comair has resumed its pre-work stoppage flight schedule and is currently operating five daily non-stops to and from Cincinnati.

America West introduced 737 service to Phoenix Oct. 28.

Runway 5-23 construction: paving of the runway and taxiway is completed and the contractor is currently placing the asphalt shoulders. The runway grooving began the first week of November and the runway painting started after the grooving was completed. Installation of the aircraft arresting system is also in progress. The contractor anticipates the runway to be reopened by mid-December.

Data gathering continues for the Runway 13R/31L environmental assessment. A public information meeting was held Oct. 17 for public input on the project.

Stormwater control improvements have been completed to allow for improved snow dumps to the storm-water detention facility.

The Airport experienced a 36 percent decline in passenger traffic during September, mirroring the national trend. Each airline realized varying degrees of decline; however, each week shows more passengers returning to the airport.

Southeast Iowa Regional

Contractors are finishing up work on Phase I of the Taxiway "A" relocation project. The timing was perfect as we were presented with a change in weather the same day we announced the reopening of Runway 12/30, which had remained closed since May. As contractors complete some of the electrical work and seeding, we anticipate opening the new portion of the taxiway in early November.

An open house at the airport Oct. 6 was well attended by friends and neighbors, many of whom were curious about the new barricades and security measures. It was an opportune time to visit, answer questions and thank our many passengers and customers for their support.

Work has started on the interior of the terminal as contractors begin laying new floor covering. This work is being funded with the Iowa DOT infrastructure grant.

Mason City

Commercial Air Service

In September Northwest Airlines announced that it had filed paperwork with the U.S. Department of Transportation to suspend commercial air service to Mason City effective Jan. 1, 2002. The U.S. DOT is negotiating a two-year contract with Northwest through the DOT's Essential Air Service Program, which will provide subsidies to Northwest to continue operating in Mason City. U.S. Senator Tom Harkin visited Mason City in September to discuss the Essential Air Service situation and was instrumental in obtaining a guarantee from Northwest to provide three daily flights, effective Nov. 1. Mason City's Essential Air Service guarantee provides a minimum of 60 seats each direction on a daily basis, but additional flights are needed to meet the fast growing Mason City market.

Mason City's passenger boardings increased more than 40 percent from January to August 2001, compared with the same period in 2000. Northwest Airlines reduced the number of flights into Mason City from four to two per day after Sept. 11. The Mason City Airport Commission is working with Minneapolis-based Kiehl Hendrickson Group to enhance air service in the Mason City market, and to obtain additional flights.

Master Plan

The airport master plan for the Mason City Municipal Airport is almost completed. The capital improvement program and financial plan are in the process of being finalized. As soon as the master plan report is in final form, it will be sent to the FAA for review and comment. The airport commission is expected to consider approval of the master plan in early 2002.

Fuel Farm

A new airport fuel farm will be installed in December. The fuel farm consists of two 12,000 gallon fuel storage

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tanks and dispensing equipment. Self-fueling for aircraft will not be available initially, but may be added to the system at a future date. North Iowa Air Service, one of the airport's two fixed-base operators, will lease the farm from the airport commission. Current aircraft fueling by both FBOs, including Dwyer Aircraft Sales, Inc., is provided by truck.

FBO Hangar

A \$300,000 rehabilitation project on the airport commission-owned FBO maintenance hangar is almost complete. The 10,000-square foot, 50-year-old hangar was in need of renovation. Improvements include a new roof, complete building insulation, radiant heating system, exterior siding, hangar door, painting and other work.

Runway Designation Change

The Mason City Municipal Airport was just informed by the Iowa DOT Office of Aviation that the FAA has directed a change to the runway designation numbers for runway 17/35 due to a shift in the earth's magnetic field. Runway numbers are based on a runway's magnetic direction, to the nearest 10 degrees, omitting the last zero in magnetic direction. Runway 17/35 at Mason City will now change to Runway 18/36. It will be necessary to repaint the runway numbers and change airfield directional signage to reflect the change. Airport Manager Duane Haataja will petition the FAA to wait for the runway designation change until the runway is reconstructed in the spring of 2003.

Runway Reconstruction

The Mason City Airport Commission has hired the firm of Mead & Hunt, Inc., Madison, Wis., for a five-year engineering and consulting contract for all projects in the airport's five-year improvement program. Their Minneapolis office will handle most of the work under the contract. The first project will be to prepare plans and specifications for the major reconstruction of Runway 17/35, the airport's main runway. The plans will be "put on the shelf" to be ready for bidding in early 2003. The airport will be

applying for FAA Airport Improvement Program (AIP) discretionary funds for the \$4.5 million project. As soon as Runway 17/35 has been reconstructed, it will be necessary to reconstruct Runway 12/30.

Eastern Iowa Airport

A five-month project to renovate the terminal at the Eastern Iowa Airport has been completed on time and on budget.

The \$1.5 million project – finished in October – features a new and expanded area for the information desk. A new terminal office for the airport police, fire and safety officers was also part of the project. Both the information desk area and the safety office are near the rental car counters and baggage claim area.

Also refurbished in the project was the collector, or the lower level entrance to the terminal. This entrance has a new look, thanks to coordinated tile on the floor and walls.

The renovation of the collector came at important time for airport. Due to the new security restrictions imposed by the Federal Aviation Administration, the lower level entrance is now the only drop-off area at our facility.

The airport's short-term lot has been closed to all parking because of the FAA's ban on any unattended vehicles within 300 feet of a terminal. Temporary drive-up lanes have been created in the short-term lot to create the new drop-off area. The new drop-off area is one of the ways that the Cedar Rapids Airport Commission and airport staff have complied with the FAA regulations while striking a balance with passenger convenience and the increase costs due to additional security measures. Passengers and visitors enter the terminal through the collector and may get to the main floor of the terminal either by stairs, escalator or elevator.

In other construction news, another phase of Wright Brothers Boulevard is complete. The temporary access to the terminal will be completed by December. The final phase of the project is to connect the east and west portions of the boulevard, which is slated to be finished in summer 2002.

Site grading has begun on a new parking lot area to provide an additional 426 parking spaces. A rock base will be finished and available for parking by Christmas. The lot will be paved next year.

Flight schedules for the airport have remained virtually unchanged since Sept. 11. While other airports are reporting major decreases in the number of flights, our flights remain steady at 80 flights per day.

US Airways Express added another Pittsburgh flight in mid-October. The non-stop regional jet service began with two flights in August and maintained its expansion by adding a third flight in October.

Ottumwa

The City of Ottumwa continues working to have its Essential Air Service (EAS) subsidy reinstated. Most recently, the Ottumwa Chamber of Commerce conducted a survey of its membership to determine the potential for increased usage of the Ottumwa Industrial Airport. Survey results show a potential for over 4,000 enplanements annually. This information, along with a letter from the mayor and Chuck Howell, CEO of Corporate Airlines, was submitted to the U.S. Department of Transportation (U.S. DOT). Copies of the submittal were also sent to Senators Harkin and Grassley and to Congressman Boswell.

Our submittal requests that the U.S. DOT reconsider, and approve, the first EAS proposal Corporate Airlines submitted. We are awaiting a response from the U.S. DOT.

Waterloo

The taxiway D and D-1 reconstruction project has been completed. This project began in late July, and with very few weather-related delays, was completed on time.

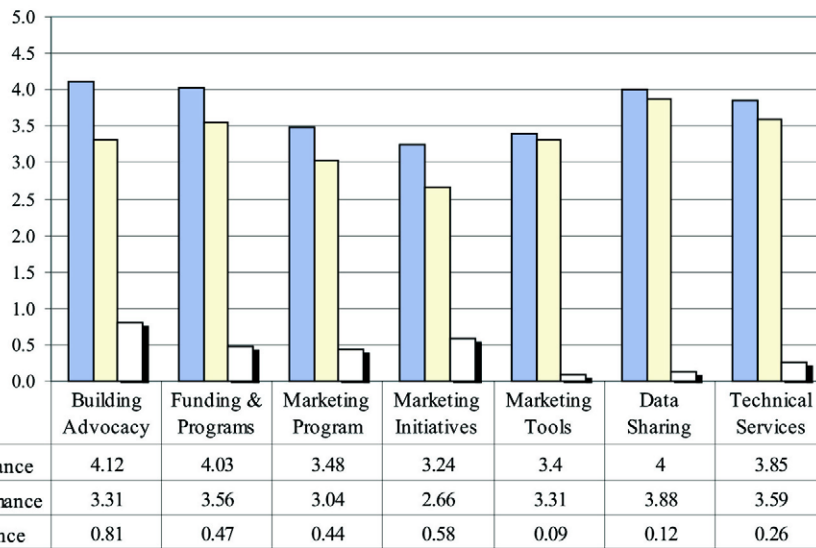
The airport plans to continue with the terminal renovation project. A contract was awarded to Burns & McDonnell Engineering of Kansas City for the design portion of this project. This began Oct. 29 and the project is expected to take approximately seven months.

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Aviation services survey

2001 Aviation Survey - Overall Summary



Kay Thede

The Office of Aviation recently requested feedback from pilots, fixed-based operators, airport managers, city officials, and state legislators concerning services provided. More than 400 surveys were returned to provide feedback for the aviation staff. The survey asked respondents to rate both performance and importance of the five major goals of the Office of Aviation: advocacy and building partnerships; aviation funding programs; promotion/marketing; communication and data sharing; and airport services and support.

Since not all categories of those surveyed were familiar with all of the services, the number of responses for each category varied. Nearly all of those surveyed responded to the questions on the Airport Directory, Aeronautical Chart and Aviation Bulletin. All three of these publications were rated good to excellent in both performance and importance. Constructive comments were also received on how to improve the Aeronautical Chart.

The marketing section drew the fewest and lowest-ranked responses. The statewide marketing plan and promotion is a new area for the office and many of the questions asked for input on planned initiatives that had not yet been implemented. The survey responses will serve as a good baseline, especially in this area.

Some respondents questioned the use of state money for some of these promotional ideas. The Office of Aviation is very cognizant of using funds effectively and will strive to promote aviation in Iowa in ways that not only have a positive impact on the aviation community, but the traveling public as well.

Advocacy and building relationships were rated as highly important by nearly all categories of respondents. This area had the largest "gap" between importance and performance, and will continue to be a high priority for the Office of Aviation. The survey showed differences in responses from city officials and fixed-based operators and pilots. During the first year as an Office, the aviation staff has focused on working with city sponsors and airport managers. Advocacy and relationship building will be expanding to pilots and fixed-based operators.

The Office of Aviation appreciates the comments and responses from all who took the time to complete the survey. The information will be useful as a baseline to measure success of the Office as it moves forward with its programs.

FY2003 Commercial Service Vertical Infrastructure Program

Alan Beddow

In anticipation that the FY2002 Iowa General Assembly will appropriate another \$1 million for landside development, the Office of Aviation will be soliciting applications for the FY2003 CSCI program. Eligible projects include terminal, hangar, maintenance and fuel facility construction and/or renovation at commercial service airports. These funds are divided between the commercial service airports by a 50/40/10 formula. One half of the funds are allocated equally among the airports, 40 percent of the funds are allocated based on the percentage of enplaned passengers at each airport versus the total number of enplaned passengers in the state. Ten percent of the funds are allocated on the basis of the percentage of the air cargo tonnage at each airport versus the total tonnage in the state. Applications will be mailed to every commercial service airport in March. The application deadline will be the end of April, with funds being available for use July 1, 2002. If you do not receive your application or would like a duplicate, you can download it at www.iawings.com or contact our office at 515-239-1691. We would be happy to provide you with one.





Legislative Update



Kay Thede

What a difference a day can make. Interest in aviation issues in Congress shifted dramatically after Sept. 11 from passenger rights and competition, to security and subsidies. More than 50 bills were introduced dealing with aviation financial recovery and aviation security. Appropriation bills took a back seat as Congress dealt with national security and the economy. The federal government continued to operate under a series of continuing resolutions while Congress took up other pressing issues. This summary provides highlights of the bills that may impact aviation in Iowa. Congress was still in session at press time and action on these bills may not have taken place.

FFY 2002 Transportation Appropriations

The Transportation Appropriations bill passed both the House and Senate by late August with different versions. The Senate appointed members to a conference committee in late October. Funding for the Federal Airport Improvement Program (AIP) in both the House and Senate version was \$3.3 billion, the amount authorized in AIR-21. The final version is expected to increase funding for the EAS program beyond last year's \$50 million. The increase in this amount will help small communities maintain air service as airlines try to recover financially. More details of the funding provisions will be included in the next Aviation Bulletin.

Air Transportation Safety and System Stabilization Act

The act was signed into law Sept. 22. It provided \$5 billion for direct losses to air carriers. Nearly half of the funds were distributed within two weeks to air carriers. Rules for the program issued Oct. 25, provided guidelines for air carriers and air-taxi operators to apply for compensation. Another provision of the bill authorized \$120 million for the Essential Air Service (EAS) program. The bill also dealt with claims against air carriers, extension of due dates for excise tax deposits, and temporary payments for airline insurance costs.

Aviation Security Act (S.1447 and HR2951) and Secure Transportation for America Act of 2001 (HR3150)

Senator Harkin and Congressmen Ganske and Leach were co-sponsors of the Aviation Security Act that passed the Senate Oct. 11 with a 100-0 vote. This bill ended up encompassing many of the single-issue bills that had been introduced since Sept. 11. The bill would federalize passenger screening, improve flight deck integrity, and require background checks on heavy plane flight training applicants. Passenger screening would be the responsibility of the Attorney General. In addition, the bill would provide funding for small and medium commercial service airports to cover additional security requirements. It would also require the FAA to report within three months on how to improve security for general aviation and charter operations.

The House leadership did not agree with federalizing passenger screening, so its own version was introduced in the Secure Transportation for America Act of 2001. The House had not passed any version as of Nov. 1, but a compromise bill is expected.

Small Business Relief Act of 2001 (HR3007 and S.1552)

Congressman Boswell and Senator Harkin each sponsored a bill to provide grants for direct losses of general aviation businesses as a result of Sept. 11. These bills were not acted upon as of Nov. 1. Other provisions in the bills included no-interest loans through the Small Business Administration, and extension of the due date for excise tax payments.

American Small Business Emergency Relief and Recovery Act of 2001 (S.1499)

This act was cosponsored by Senators Harkin and Grassley. The bill was passed out of committee and on the Senate calendar as of Nov. 1. This bill would provide loans to small businesses affected by Sept. 11, even though not in the immediate disaster areas. It also provided other changes to the Small Business Act to assist businesses affected by the terrorist attacks.

FY2003 General Aviation Vertical Infrastructure Program

Alan Beddow

In anticipation that the FY 2002 Iowa General Assembly will appropriate another \$500,000 for landside development, the Office of Aviation will be soliciting applications for its FY2003 GAVI program. Eligible projects include terminal, hangar and fuel facility construction and/or renovation at public-use general aviation airports. The program is a 70 percent state/30 percent local match fund program. There is a

\$50,000 limit of state grant money per airport per year. Applications will be mailed to every general aviation airport in January. The application deadline will be the end of March, with funds being available for use July 1, 2002. If you do not receive your application or would like a duplicate, you can download it at www.iawings.com or contact our office at 515-239-1691.





Fly Iowa returned to Iowa City, home of the first Fly Iowa, for its 10th anniversary. Officials estimated 10,000 people attended the event, and fly-in traffic topped 400. Beautiful weather, an excellent air show, and great booths and activities helped ensure another success for the Iowa Aviation Promotion Group and local hosts at the Iowa City Airport.





Aviation Calendar

Contact the activity host for more information

Dec. 7

11th annual Iowa
Space Grant Conference
9 a.m.-3 p.m.
Marshalltown, Iowa
Information: www.public.iastate.edu/~isgc/

Dec. 9-11

AAAE/AMAC Airports
Economic Forum
*How operational changes affect
concessionaires*
Hyatt Regency
Phoenix, Ariz.
Information: 703-824-0500, ext. 140

Dec. 11-12

AAAE Airport Retail Conference
Impact of recent events
Hyatt Regency
Phoenix, Ariz.
Information: 703-824-0500, ext. 137

Jan. 6-10, 2002

AAAE Aviation Issues Conference
Key leaders from U.S. government
Hapuna Beach Prince Resort
Kona, Hawaii
Information: 703-824-0504

Jan. 24-25, 2002

Emergency Response School
Emergency planning and aircraft recovery
Hilton Palm Springs Resort
Palm Springs, Calif.
Information: 703-824-0504

Jan. 26, 2002

Fifth annual Chili Fly-In
Hot chili served
11:30 a.m.-2:30 p.m.
Iowa Aviation Museum
Greenfield, Iowa
Information: 641-343-7184

Feb. 1-2, 2002

The Midwest Aviation Maintenance
Symposium and Trade Show
The Hotel at Gateway Center
Ames, Iowa
Information: Phil Conn, 319-296-2320,
ext. 1323

Feb. 3-5, 2002

AAAE Liability Insurance and Risk
Management Workshop
Hyatt Regency
Phoenix, Ariz.
Information: 602-252-1234

Mar. 1-3, 2002

Iowa Flying Farmers Convention
Ramada Inn
Mount Pleasant, Iowa
Information: www.flyingfarmers.org

May 4, 2002

Iowa Aviation Hall of Fame Banquet
Greenfield, Iowa
(Submit nominations by Feb. 1)
Information: 641-343-7184

CSA Update, from page 7

Dubuque

The annual FAA Part 139 certification/inspection of Dubuque Regional Airport was concluded on Oct. 3. The inspection revealed that the airport is being operated in compliance with Title 14 CFR Part 139. This is the **11th consecutive year** the airport has attained this high standard, the longest consecutive record in the United States.

The Airport Commission continues its search for a new airport manager, with interviews being held during November.

The relocated glide slope on Runway 18/36 was commissioned Oct. 4. MALSR work on Runway 18/36 is almost complete, with flight check scheduled for Nov. 12.

Phase 2 of the airline terminal remodel was recently completed. Phase 2 consisted of prepping and painting of metal fascia, aluminum interior/exterior doors, frames and exterior panels. This work was completed utilizing Iowa DOT Vertical Infrastructure Fund monies.

The Airport Commission will be visiting Washington, D.C., in November to discuss airline, security, air traffic control tower issues, and to meet with our legislative delegation.

General Dardis of the Iowa National Guard is scheduled for a site visit to the Dubuque Regional Airport.

Fort Dodge

The Fort Dodge Regional Airport will begin screening passengers between Dec. 1 and Dec. 15. The previous deadline was set for June 2002, but due to the September events, the deadline was aggressively shortened to December. This is a positive step in safety security for the airport and its passengers, but will take cooperation of all to meet the deadline.

We anticipate the approval by Congress to increase the Essential Air Service program to \$120 million. Northwest Airlines is due to start receiving the subsidy in early January 2002. Rhonda Chambers, airport manager, set up a

meeting with Dennis DeVany, director of the EAS program in Washington D.C., to address the issues of the Essential Air Service program. Along with representatives from Fort Dodge, two representatives from Mason City were also present. Since the service from Fort Dodge is paired with Mason City, what affects one affects the other. It is imperative to work together on finding viable solutions for air service to both communities. The two airports have an annual economic impact of over \$40 million. The Fort Dodge Regional Airport is very appreciative of the "regional" partnership that is developing with the Mason City community.

This winter the airport anticipates the vertical infrastructure project to renovate the main terminal building, which includes a new design for the security sterile area.



Iowa Aviation Bulletin

Office of Aviation
800 Lincoln Way
Ames, IA 50010

Address Service Requested



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Office of Aviation
515-239-1691
Fax: 515-233-7983

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The staff wishes to thank those who have provided information and reference materials for this newsletter.

Our Mission:

To advocate and deliver aviation services that support and promote a safe, comprehensive and competitive air transportation system to enhance the economic development and quality of life for Iowans.

Our Staff:

Michelle McEnany, Director
Office of Aviation
515-239-1659
michelle.mcenany@dot.state.ia.us

Roy Criss, Aviation Marketing Manager
515-239-1689
roy.criss@dot.state.ia.us

C. Alan Beddow, P.E., Airport Construction Engineer
515-233-7703
alan.beddow@dot.state.ia.us

Gary Harris, P.E., Airport Development Engineer
515-239-1190
gary.harris@dot.state.ia.us

Don Long, Airport Inspector
515-239-1378
donald.long@dot.state.ia.us

Danielle Griggs, Office Manager
515-239-1691
danielle.griggs@dot.state.ia.us

NOTICE

Due to recent events, the Office of Aviation is compiling a list of information regarding aircraft based in Iowa. We will be collecting "N" numbers, type of aircraft, location, and owners' names and addresses.

This information will also assist us with future development of the airport improvement program. Your cooperation is appreciated.

PM004 11-26-01

